

AMENDMENTS TO THE SPECIFICATION:

Please REPLACE the fourth paragraph on page 12 of the Substitute Specification filed on August 31, 2006 with the following amended paragraph:

As shown, the motorcycle 100 of the embodiment is provided with a clutch actuator 24-22 and a shift actuator 32. Operation of a clutch 20 can be controlled by a clutch actuator 22. The clutch 20 according to the embodiment is a multiplate clutch. As will be explained in detail below, the multiplate clutch is provided with bias member ~~(not illustrated)~~97 that can provide means for enlarging a partial clutch engagement region of the clutch and reducing a rigidity of the clutch 20, which enlarges the partial clutch engagement region of the clutch 20. The bias member can be for generating an urging or biasing force and can be a spring (e.g., coil spring, ~~belville~~ belleville spring or the like) or an elastic member of rubber or the like.

Please REPLACE the paragraph bridging pages 12 and 13 of the Substitute Specification filed on August 31, 2006 with the following amended paragraph:

The clutch actuator 22 and the shift actuator 32 are electrically connected to an electronic control portion 50. The electronic control portion 50 is also electrically connected with an operating portion 52 attached to a portion of the handle 13. The operating portion 52 includes an UP switch 52a for executing shift up and a DOWN switch 52b for executing shift down. According to the illustrated embodiment, in a shift change, both of the clutch actuator 24-22 and the shift actuator 32 are controlled by the electronic control portion 50 to be operated overlappingly. A method of controlling the overlapping operation will be described later.

Please REPLACE the fourth full paragraph on page 16 of the Substitute Specification filed on August 31, 2006 with the following amended paragraph:

Although naturally, it may not be impossible to control the stroke of the actuator 24-22 by the control apparatus 50 by also including thermal expansion, wear or other

factor, the control is not realistic. In order to break through the problem, the inventors of the application have designed the clutch such that an amount of a change in the clutch transmitting torque relative to operation of the actuator becomes rather insensitive.

Please REPLACE the first full paragraph on page 17 of the Substitute Specification filed on August 31, 2006 with the following amended paragraph:

In this case, as shown by FIG. 6, in a state in which the clutch is not worn at normal temperature (for example, 25.degree. C.), the relationship between the stroke of the clutch actuator ~~24~~22 and the clutch transmitting torque is set such that the partial clutch engagement range becomes a characteristic line A. An inclination of the characteristic line A in FIG. 6 is made to be more gradual than that of the characteristic line A in FIG. 5. Here, in FIG. 6, when the clutch is expanded, the characteristic line A is changed into a characteristic line B indicated by a two-dotted chain line, on the other hand, when the clutch is worn, the characteristic line A is changed into a characteristic line C indicated by a one-dotted chain line.